




**Henry County Board of Commissioners
Purchasing Department**

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Rod Gray 

Rod Gray, Director of Purchasing

ADDENDUM #1

Issued January 31, 2018

BID # 18-21

**Removal of Runway 24 Displaced Threshold and Runway Safety Area Improvements at the
Henry County Airport**

OPENING: 3:00 PM, February 7, 2018

The following items take precedence over referenced portions of the documents for the above-named project and in executing a contract, will become a part thereof.
Where any item in the documents is supplemented hereby, the original requirements will remain in effect. All supplemental conditions will be considered as added thereto.
Where any original item is amended, voided or superseded hereby, the provisions of such items not so specifically amended, voided or superseded will remain in effect.

This addendum must be signed and attached to bid proposal to acknowledge receipt of addendum.
Failure to acknowledge any addenda will result in a non-responsive bid.

Company's Name

Date

Authorized Representative's Name

Authorized Representative's Signature

ADDENDUM NO. 1

TO

**CONTRACT DOCUMENTS AND SPECIFICATIONS
FOR IMPROVEMENTS FOR THE
REMOVAL OF RUNWAY 24 DISPLACED THRESHOLD
AND RUNWAY SAFETY AREA IMPROVEMENTS**

**AT THE
HENRY COUNTY AIRPORT
HAMPTON, GEORGIA**

Croy Engineering, LLC Project 1113.05

Date Addendum Issued:
January 30, 2018

Bid Date:
February 7, 2018

TO ALL BIDDERS: The original contract documents for the above reference project (issued for bid, dated August 23, 2017) are amended as noted herein. This Addendum hereby becomes a part of said contract documents. Acknowledge receipt of this Addendum in the space provided on Page 24. Insofar as those documents are at variance with this Addendum, this Addendum will govern.

Questions:

1. **Question:** Have an estimated budget and start date been established?
Answer: An Engineer's Estimate was developed for the GDOT. The commencement of the project is dependent upon the completion of the Relocation of Mt. Pleasant Road. This project is currently working through the punch list items and it is anticipated to close out prior to the execution of the contract for the Removal of the Displaced Threshold project. Estimated time frame is 4-6 weeks after bid opening.
2. **Question:** There is no plan sheet EC-09. The plan sheet immediately following EC-08 is EC-11, however, there is also an EC-11 plan sheet following EC-10 that is different than the plan sheet following EC-08.
Answer: Sheet EC-09 has been added and all the sheets put in order. See sheets EC-09 through EC-13.
3. **Question:** Plan sheet EC-10 references an erosion control structure, Sd1-MS; however, there is not detail for this item.
Answer: The Sd1-NS detail has been added to EC-13.
4. **Question:** Plan sheet DP-01 has an item on the legend for removal of concrete pavement, but there is no pay item for concrete removal; however, item number 27 on the summary of quantities is for removal of gravel driveway. Are these the same?
Answer: Demolition Plan DP-01 has been revised to reflect gravel driveway removal. There is no concrete removal. It is all asphalt.

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5. **Question:** Pay item P-156-5.1g Erosion and Sediment Control Fees is not clarified in the specifications as to what these fees entail.
Answer: **The fees are \$80/acre. See attached fee calculation sheet.**
6. **Question:** ESPCP Plan Sheets shows phasing. Is this the anticipated schedule of constructing erosion control measures?
Answer: **The anticipated construction activity schedule is on sheet EC-02. Phasing is shown based on the timeframe of construction and is the anticipated schedule of constructing erosion control measures. If the Contractor would like to make changes to the erosion and sediment control plans, which would affect the line items and/or unit cost, prior to the close of the bid process, those need to be brought to the attention of Henry County prior to February 1. Any additional addendum issued will not delay the bid opening. Minor changes to the erosion and sediment control plans may be made after bids are closed and at the pre-construction meeting, as long as there are no additional costs incurred and the Engineer approves.**
7. **Question:** Will the runway be closed the entirety of the project?
Answer: **No. The existing displaced threshold provides sufficient distance to the start of the runway safety area, so that the runway can stay open while the RSA is being regraded. Once work commences on the runway, it will be closed to all air traffic. The displaced threshold is shown on PL-01.**
8. **Question:** Pay Item P-156-5.1c Construction Entrance/Exit, including installation, maintenance and removal is unclear. Is there a location and detail of construction for this entrance?
Answer: **The construction exit is shown on revised sheet EC-07. A detail has been added to EC-13.**
9. **Question:** Plan sheet EC-07 denotes 3 Cd-S's. Are these the check dams for pay item #2 and if so is there a detail on their construction?
Answer: **The CD-S are paid for in pay item #2. The check dams have been moved to sheet EC-09, ESPCP Phase 2. A check dam detail has been added to EC-13.**
10. **Question:** Up/Down stream of these Cd-S's are circular symbols with "Ch" inside. Please clarify their meaning.
Answer: **The channel bed will be stabilized with channel protection. A detail has been added to EC-13.**
11. **Question:** I do not see a detail or location on the plans sheets for Pay item P-156-5.1h 25' Wide Bio-slope, including Underdrain Pipe, Geotextile Fabric and Backfill Material.
Answer: **The Bio-Slope location is shown on revised sheet EC-11. A detail has been added to EC-13.**
12. **Question:** Plan sheet EC-11 (the second one) shows a Sediment Pond area. Is this for Pay Item P-156-5.1e Construct, Maintain and Remove Temporary Detention Pond and is the detail for this pay item on EC-14 labeled Temporary Sediment Basin?
Answer: **The pay item #11 description has been revised to "Construct, Maintain and Remove Temporary Sediment Basin". See sheet CV-01 of the plan set; and pages 21 and P-156-5 of the Proposal and Section P-156, respectively.**

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13. **Question:** Duplicate Sheets EC-11 show a Sediment Pond Area that has the Bioretention area located in the same location. Is the Bioretention area to be constructed inside of the Sediment Pond or is the Bioretention to be built after the Sediment Pond?
Answer: Sheet EC-11 is revised, and no longer shows a bioretention area.
14. **Question:** Is the Bioretention area meant to remain in place after the conclusion of the project?
Answer: A Bio-Slope is now shown to address water quality. See sheet EC-11.
15. **Question:** The plans, Drawing No. FP-01 Sheet 10 of 31, indicates 4,049 lf. (scaled off) of 6 ft. Chain Link fence to tie in to existing 6 ft. Chain Link Fence.
Answer: There are 3,860 linear feet of fencing to be installed on the airfield. The chain link fence shall be 8' high, NOT 6 feet. See the cover sheet, FP-01, the proposal and section F-162.
16. **Question:** The Bid Form, Item No. 23, indicates 3,860 lf. of 8 ft. Chain Link Fence including 3 strands of barbed wire.
Answer: There are 3,860 linear feet of fencing to be installed on the airfield. The chain link fence shall be 8' high, NOT 6 feet. See the cover sheet, FP-01, the proposal and section F-162.
17. **Question:** Can we issue one bond for both projects 18-20 and 18-21?
Answer: No, one bond is required for each project.
18. **Question:** If we are not the winning bidder both projects, can we opt out of one or the other?
Answer: Withdrawal of Proposals is described in the Croy Documents under Instructions to Bidders on page 10. Henry County defines this in Section B.5. Henry County requirements take precedence when there is a duplication, please see the Henry County Section B.5. for clarification.
19. **Question:** What are the work hour restrictions for the work within the RSA on the project?
Answer: The Runway will be closed when work occurs within the safety area. The plans show work to occur from DAWN to DUSK (day construction only – see PL-01, note 2, subsection 2.2); however, if the Contractor would like to work at night, in an effort to expedite the project, they will need to discuss this with the Engineer and Owner for approval prior to doing so.
20. **Question:** Are there any requirements in regard to personnel badging or escorting for the project? If so, what is the cost and time associated with getting an employee badged?
Answer: No badging is required for the airport; however a radio should be monitored during working hours for additional safety on the airfield. The Contractor's entrance and staging area is adjacent the runway safety area to be graded and should not affect daily airport operations.
21. **Question:** Bid items 23 & 24 call out for a "8' high chain link fence/ Dual swing gate". The plans call for a "6' high chain link fence/ dual swing gate". Can you confirm which is to be installed?
Answer: There are 3,860 linear feet of fencing to be installed on the airfield. The chain link fence shall be 8' high, NOT 6 feet. See the cover sheet, FP-01, the proposal and section F-162.

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- 22. Question:** Please confirm the quantity for Bid Item 14 of 1,330 LF. It appears based on sheet EC-11 that this quantity should be 130 LF.
Answer: The total quantity for line item 14 is 1,330 linear feet.
- 23. Question:** Please confirm the quantity for Bid Item 27 of 6,400 SY.
Answer: The total quantity for line item 27 is 6,400 square yards.
- 24. Question:** Drawing PL-01 shows the haul route as being Speedway Blvd, which is a public road. There are numerous notes on the same drawing about contractor vehicles on the haul route needing radios, flashing lights and safety flags. Shouldn't the haul route be the construction road between the Borrow Pit Area and the Runway Safety Area, as shown on Dwgs EC-06 and EC-07?
Answer: Additional Haul Route has been depicted and labeled on PL-01, EC-06 and EC-07.
- 25. Question:** The Erosion Control drawings appear to be mis-labeled. There are 2 different EC-11 dwgs (both labeled Sheet 28 of 31), one that shows the temp sediment basin and the other shows the permanent Bio-retention area. There are no Sheets 26 and 27. In addition, by reading just the Sheet Titles, Phase 2 (Sheet 2 of 2) is missing and Phase 3 (Sheet 2 of 2) is duplicated. Please review the drawings and re-issue another Erosion Control Plan Set.
Answer: Sheet EC-09 has been added and all the sheets put in order. See sheets EC-09 through EC-13.
- 26. Question:** What costs does the bidder need to include in Bid Item 13 for the Erosion and Sediment Control fees?
Answer: The fees are \$80/acre. See attached fee calculation sheet.
- 27. Question:** We can't find Bid Item 14, the 25' Wide Bioslope of 1,330 LF, anywhere on the Plans. Where is it located?
Answer: The Bio-Slope location is shown on revised sheet EC-11. A detail has been added to EC-13.
- 28. Question:** It appears that the Contractor will have to access the inside of the current 6' Chain Link security fence to excavate the dirt from the borrow area, seal the existing Runway cracks, and do the electrical and striping work to remove the Displaced Threshold. Where is the access inside the gate going to be allowed? Does the Contractor need to install a temporary gate for access? Does the Contractor need to provide personnel to manage our employees and subs entering and exiting the gate during our work?
Answer: In order for the Contractor to access the borrow pit, the existing 6' high chain link fence running perpendicular to the runway end (parallel to the abandoned Mt. Pleasant Road) must be removed. The Contractor must erect the proposed 8' high chain link fence in an effort to secure the airport property and his/her equipment and supplies. The Contractor's Staging Area is located adjacent the abandoned portion of Mt. Pleasant Road, off Speedway Blvd., southwest of the runway safety area as shown on EC-07. With that said, the Contractor has two access options in this area:
1. Utilize the dual swing gate to the east of the construction entrance/exit or
 2. The Contractor shall provide a temporary gate closest to the construction entrance. If the Contractor chooses to provide a temporary gate, the gate shall be removed and replaced with a section of fencing from fence post to fence post. No separate measurement or payment. Cost to be included in overall bid price.

Any gate used for the entrance shall remain secure at all times. See sheet PL-01 and EC-07.

29. **Question:** The drawings are unclear about when and how the work on this project can be performed. Dwg PL-01 states that any work inside the RSA, ROFA and RPZ must be done during a Runway closure. It also states Day construction only. Will the Contractor be given entire days at a time to perform the work? Or only partial days? We need to know this to estimate the amount of labor needed to set up the taxiway barricades and lighted X's. It also has a significant impact on labor productions if there will be a lot of 'stand-by' time.

Answer: The haul route from the borrow area to the proposed runway safety area will be located outside the RSA, OFA and RPZ. Due to the permanent displaced threshold and in an effort to reduce the amount of time the runway is closed, the runway will remain open during the grading of the RSA from the end of the blast pad to the toe of the slope of the RSA. Once construction is required anywhere within the RSA, ROFA and RPZ from the end of the blast pad toward the runway pavement, the runway will be closed. See sheet PL-01 and the erosion sheets.

30. **Question:** Isn't the Runway currently under a displaced threshold right now? The drawings are unclear about where the current RSA, ROFA and RPZ areas are and where the future areas will be after the displaced threshold is removed. Dwg GP-01 and FP-01 appear to show what might be the current RPZ, which would be inside Mount Pleasant Rd. Can the borrow dirt be excavated, hauled down the shown construction road, and embanked in the safety area before the displaced threshold is removed, without a Runway closure? If not, it could impact labor productions and bid pricing.

Answer: The haul route from the borrow area to the proposed runway safety area will be located outside the RSA, OFA and RPZ. Due to the permanent displaced threshold and in an effort to reduce the amount of time the runway is closed, the runway will remain open during the grading of the RSA from the end of the blast pad to the toe of the slope of the RSA. Once construction is required anywhere within the RSA, ROFA and RPZ from the end of the blast pad toward the runway pavement, the runway will be closed. See sheet PL-01 and the erosion sheets.

31. **Question:** Does the borrow pit area provide all of the dirt needed for the embankment in the safety area? If not, will the Contractor be responsible for obtaining more borrow material from another source?

Answer: There is sufficient material on-site in which to regrade the runway safety area. No off site borrow is required for this project.

32. **Question:** Dwg LMD-01 states that markings should be applied at 25% upon completion of paving and 100% after 30 days from paving. Spec Section P-620 also states this. Please clarify as this project does not have any new airfield paving.

Answer: There is no airfield marking required as a portion of this project. Note #7 has been marked NOT USED on LMD-01.

33. **Question:** This bid documents contained the standard Henry County bid request along with their document checklist. In addition, the Specifications also provided additional documents required by Croy Engineering that either conflict with the Henry Cty bid package or are in addition to it. It is unclear what all forms are required to be turned in with the bid. Can you please provide a consolidated checklist of all forms that includes the forms required by Henry County and Croy Engineering?

Answer: The following Croy forms must be submitted with the bids (Henry County forms take precedence in the event of a duplication. When in doubt, submit both.):

Henry County Airport

- **Proposal**
- **Proposal Bid Form**
- **Addenda Acknowledgement**
- **Proposal Guarantee (5%)**
- **Proposal Guarantee Bond (5%)**
- **Certificate of Corporate Bidder OR
Certificate of Authority for LLC, Partnership or Sole Owner**
- **Form of Noncollusion Affidavit**
- **Certification Regarding Debarment, Suspension, Ineligibility and Volunteer Exclusion**
- **Buy American Certification**
- **Certification Regarding Foreign Participation**
- **Certification of Nonsegregated Facilities**
- **Equal Opportunity Report Statement**
- **Disadvantaged Business Enterprise Program**
- **Proof of Insurance**

34. Question: The standard Henry Cty forms contains a list of Subcontractors that must be turned in within 24 hours of NTP. The Croy package contains a form of DBE participation. Do we need to turn in both forms with our bid?

Answer: The Henry County Subcontractor form can be submitted within 24 hours of the Notice to Proceed, or with the bids. Any Croy documents listed for submittal as a portion of the bids must be submitted with bonds, etc., in order to be eligible for competition during the bid process.

35. Question: The DBE goal of 9.78% is high for this type of project. All of the major subcontractor work is specialty work (airfield lighting, striping, crack repair) where there is no existing DBE's. In addition, the remaining work does not offer much opportunities since there is no tandem trucking or aggregate in the project. Please consider reducing the DBE goal to 4%.

Answer: The DBE goal calculated as a portion of the project is determined using Federal standards and cannot be automatically adjusted. These goals are set for each fiscal year and take into consideration all projects that occur within that time frame. If the Contractor knows that they are unable to meet the DBE requirements, they must document all attempts to try to achieve the goal, but were unable to do so.

Clarifications:

1. Clarification has been provided on sheets LSP-01 to show the location of wiring and counterpoise to the new PAPI location. Ground rods have been addressed in details on sheet. LMD-01.

Remove and Replace the following:

Proposal Documents: Proposal (pages 21-26)

Section P-156: Temporary Erosion and Sediment Control (pages P-156-3 thru 6)

Sheet CV-01: Cover Sheet

Sheet PL-01: Project Layout and Construction Safety Plan

Sheet DP-01: Demolition Plan (Sheet 1 of 2)

Sheet LSP-01: Lighting and Signage Plan

Sheet LMD-01: Marking and Striping Details

Sheet LMD-03: PAPI Installation Details

Sheet EC-01: Erosion, Sedimentation and Pollution Control Plan Cover

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Sheet EC-02: Erosion, Sedimentation and Pollution Control Notes

Sheet EC-03: Flood Panel

Sheet EC-04: Pre-Drainage Area Basin Area

Sheet EC-05: Post-Drainage Area Basin Area

Sheet EC-06: Erosion, Sedimentation and Pollution Control Plan – Phase 1 (Sheet 1 of 2)

Sheet EC-07: Erosion, Sedimentation and Pollution Control Plan – Phase 1 (Sheet 2 of 2)

Sheet EC-08: Erosion, Sedimentation and Pollution Control Plan – Phase 2 (Sheet 1 of 2)

Sheet EC-09: Erosion, Sedimentation and Pollution Control Plan – Phase 2 (Sheet 2 of 2)

Sheet EC-10: Erosion, Sedimentation and Pollution Control Plan – Phase 3 (Sheet 1 of 2)

Sheet EC-11: Erosion, Sedimentation and Pollution Control Plan – Phase 3 (Sheet 2 of 2)

Sheet EC-12: Erosion Control Details (Sheet 1 of 3)

Sheet EC-13: Erosion Control Details (Sheet 2 of 3)

Sheet EC-14: Erosion Control Details (Sheet 3 of 3)

Add the following:

2008 NPDES HJ Fee Form

**END OF ADDENDUM NO. 1
THIS ADDENDUM MUST BE ACKNOWLEDGED IN BID**